

Aviation - 1937

-:- She's Up in the Air -:-



MISS LOLA JACKSON, Jamaica real estate operator, the only Negro woman aviatrix in the East enjoys flying. Above, as she appears in flying togs. *Amsterdam News* 12-18-37

GIRL OPERATES REALTY OFFICE, FLIES AS HOBBY

Amsterdam News
Lola Jackson Only
Negro Aviatrix
in the East

By LOU LAYNE.

Although she's up in the air a good deal, Lola Jackson of Jamaica, L. I., is not displaying the results of feminine outbursts. Her sorties into the upper levels are an accomplishment, for according to statistics of the federal government, she's the only Negro woman flier in the East.

Yet, despite her tendency to wander about the air lanes, she has also proved herself a young woman with both feet on the ground. A keen business girl, she is also a real estate operator carrying on her own business in Long Island.

A student aviatrix working toward a transport pilot's license, Miss Jackson is also the only woman member of the National Flying Club which does its flying at Floyd Bennett Airport. This group, twenty-five of its twenty-nine members Negroes, was the instrument which first imbued in Miss Jackson a desire to spread her wings.

That was on Decoration Day, 1934. The club, then known as Nathan's Flying Squadron, was given a flying exhibition at Roosevelt Field. Its organizer, Ernest Nathan, had gathered together a group of Negro aviators two years before to encourage aviation. This band of intrepid skymen chose air shows as its most effective means of demonstrating its aims, and illustrated them with stunts and formation flying.

Miss Jackson approached Nathan and made arrangements for flight lessons. After five hours of instructions, she soloed. Nathan, incidentally, who is now a test pilot holding a transport license, has been following in the footsteps of his father a Harlem pioneer in the instruction of automobile mechanics.

Since 1934 Miss Jackson has been flying to accumulate the two hundred hours necessary for the transport pilot's license she seeks. Twice a week she hires a Ford V-8 monoplane, goes up, then records her time in her log book. At present

she has done better than fifty hours. When Colonel Robinson returned from Abyssinia in June, 1936, the group put on an air show in his honor, with Miss Jackson acting as his escort from Floyd Bennett field to the Roosevelt airport.

Before some twelve hundred spectators and the colonel, members of the club opened their bag of tricks. Tom Mills, Archie Smith, Harry Ross and Charles Ware being some of the aviators to contribute to the display of speed, daring and skill. Miss Jackson, although quite adept at barrel rolls, wingovers, and loops, did not take part in the festivities, finding herself the victim of a splitting headache. She remained in her car during the excitement, but even then couldn't escape notice. She was kept busy signing autographs.

In order to buttress her aeronautical knowledge, Miss Jackson has taken courses at New York University in meteorology and air navigation, airplane engines, and instruments. Some day, she confided, she hopes to be the first Negro woman to solo across the Atlantic. Her flights until now, however, have been restricted to cross-country trips to such places as Pittsburgh, Peekskill, N. Y., and Virginia.

Miss Jackson, who will celebrate her twenty-sixth birthday Christmas Day, is under the management of Jacob Porter, formerly bandmaster of the 369th Infantry band and now leading the Manhattan Band which was once part of the Elks. The latter band has also sponsored her flying activities.

A member of Queens Lodge 1001 of the Elks Auxiliary, Miss Jackson was presented to J. Finley Wilson, grand exalted ruler. According to Porter, Miss Jackson's ambitions are to be brought to the attention of William C. Houston, Elks commissioner of education. Although the Elks educational program does not include aeronautics, Porter said, Miss Jackson's exceptional case has been meriting recognition, and it is hoped that she may be the recipient of a scholarship to a school of aviation.

The aviatrix has been a real estate broker for nine years, handling principally one-family houses. She had been working as a typist in a real estate office after her graduation from Jamaica High School, and was tempted by the "good money" she saw being made. She obtained a license and opened her own office.

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COL. ROBINSON FLIES HERE FROM CHICAGO IN NINETY MINUTES

"Unlimited opportunities await the Negro in the field of aviation and mechanics," said Col. John C. Robinson upon his arrival at Lambert field Saturday.

Boost Negro Aviation

The internationally famous aviator, who headed Haile Selassie's air squadron in the recent Ethiopian-Italian conflict, paid St. Louis a brief visit Saturday and Sunday in the interest of aviation promotion.

"It is our intention of establishing a first class air base and training school for Negroes in this city," further stated the colonel. "We firmly believe, with our program, we can organize a flying service that will, comparatively speaking, be as efficient as those now in operation by the gigantic white companies."

Col. Robinson, who is head of the Col. John C. Robinson Air College of Chicago, expressed the intention of establishing air bases in Chicago, St. Louis, Memphis and Kansas City. He pointed out that with this setup as a starter, he believes the project would be so successful that it would be necessary to expand eventually to principal cities throughout the Midwest, South and perhaps as far west as Los Angeles.

The colonel flew here in a 1937 model \$12,000 cabin-type Stinson five-passenger plane, having a wing spread of 33 feet and geared for speed exceeding 150 miles per hour.

Plan For Base Here

Col. Robinson and his party, consisting of Frank L. Browning, co-pilot and an official of the Chicago airport, school, and Benjamin Solomon, recent graduate of Hampton Institute and at present a pupil of Col. Robinson's, were greeted by Charles Lavington, who is in charge of the contemplated aviation school and air base in this city.

A meeting was held Saturday night at Poro College at which time interested individuals were told of the colonel's plans. Definite action will start shortly toward carrying out those plans.

Saturday evening, Col. Robinson was the dinner guest of Dr. and Mrs. E. T. Taylor.

Sunday morning several interested persons of this city were the guests of Col. Robinson's at Lambert field and took brief rides in his ship. Included in this group were Mrs. Blanche Tucker and son, Junior; Dr. and Mrs. E. T. Taylor, their two daughters, and son; Miss Virginia Bell, of Falls City, Nebr., and Carrie Campbell; Leon Hardwick, local newspaperman; and Jesse L. Albritton, a member of the Argus staff.

Col. Robinson and his party returned Sunday afternoon to Chicago.

First Race Airport Celebrates Opening

WASHINGTON, D. C., Sept. 17.—Clarence McDonald, 25, of 1837 Twelfth street, Northwest, inaugurated opening ceremonies of the new commercial airport at Forestville, Md., by performing a 5,000 foot parachute leap Saturday. The daring aviator "bailed out" before the apprehensive eyes of several thousand spectators gathered to take part in the opening festivities.

Owner of this new race airport is Jesse McCoy Hanson, 1014 Fourth street, Northwest, instructor of aeronautics at the Community Center, Dunbar high school.

Commercial Airport Opens For Negro in Washington

WASHINGTON. —(ANP) — A commercial airport for Negroes in this section was opened last week at Forestville, Md., by Jesse McCoy Hanson, instructor of aeronautics at the Community Center, Dunbar high school.

Mr. Hanson is owner of the field, which is the first airport and instruction field for Negroes in this section and reputedly the only one in the East. The features of the opening was a parachute jump by Clarence McDonald, 25-year-old daredevil.

ARKANSAS MAY GET PILOT

ELYTHEVILLE, Ark. (ANP) — Eddie Washington, porter at a local partnership which has given him the title of "The Flying Shine Boy," has 45 hours of solo flying to his credit since his first hop, February 1, and will get his private license when he has completed 50 hours.

Col. Robinson Establishing Aviation School In St. Louis

Noted Flyers Completes Plans For Training And Flying Here

Expressing himself as being "well pleased" with the interest St. Louisans have shown in his flights here and the work he plans to do in connection with a local air school, Col. John C. Robinson, noted aviator and mechanical engineer, set about the work of completing arrangements with local helpers in getting his organization underway this week.

The Colonel and his party arrived at Lambert Field last Saturday afternoon, stopped over at Poro as the guests of Mrs. Anne Malon, Saturday night and departed for Topeka, Kansas, Sunday, where an organization sponsored his appearance on the fourth.

On the party's return Tuesday a tentative program was set up for the local school, which would be an important unit of the Col. John C. Robinson Aviation Activities, whose headquarters is Chicago.

The ten point program is as follows:

1. The Col. John C. Robinson Aviation Activities are formed to stimulate and promote aviation among our race.
2. To create positions and connections for jobs for qualified members of our race in all lines of aviation and automotive mechanics.
3. To try and develop the colored youth along the inventive and productive line of aviation and automotive engineering (So that we as a group can be productive as well as consumers, thereby raising the mechanical standards of our race).
4. To help maintain an adequate aviation college for the training of Colored youth.
5. To give a limited number of scholarships (Automotive mechanics and aviation) each year. (Scholarships to be issued to youths selected by committees formed in different localities).
6. To help promote a landing

field or airport in every town where we are represented in a number that warrants it; affiliate them with each other by divisions, so as to operate a chartered airline between each division. (Also automotive maintenance).

7. To try and create good will among all air pilots and airmen regardless of nationality.

8. To uphold and abide by all government rules of aviation and all rules of aviation for the progress and future of aviation.

9. To try and get a place in the army air corps for members of our race who desire such placement.

10. To help make America supreme in the air—for God and Country.

One point of interest outlined in the program was the fact that there would be memberships issued by the school, including patriotic and active; meaning that any individual interested in the work from a trade, or professional angle could obtain training by becoming an active member. Those persons whose sense of patriotic duty to the school would make them interested as a citizen would play the role, more or less, of an honorary member. To active members the school offers:

1. The use of the Col. John C. Robinson Aviation Activities airplanes and equipment at operating cost.
 2. Four weeks actual training in the John C. Robinson National Aviation College and school of Automotive engineering (practical workshop free to all active members).
 3. A discount on all aviation instruction, aeronautical courses, equipment and airplane trips (chartered) or rides bought through the air activities.
 4. The Col. John C. Robinson Aviation Activities Membership card and certificate, patriotic and active.
 5. The periodical Bulletin and reports on different activities and developments among our race and other groups in aviation.
 6. The Col. John C. Robinson preparatory outline on aviation for home study.
- Before his departure Wednesday, Frank L. Browning, an assistant and co-pilot issued the following statement for publication:
- "The Colonel John C. Robinson Aviation Activities were established by Colonel John C. Robinson, the Brown Condor of Ethiopia, former personal pilot of the Emperor of Ethiopia, former instructor of Curtiss - Wright Aeronautical University in Chicago. Colonel Robinson has had over one thousand (1000) certified and accredited flying hours in military and commercial flying experience in aviation and automotive mechanics.
- The above program is only a part of the mechanical program the Colonel John C. Robinson Aviation Activities will be able to develop for our Youth, with your cooperation. We would like for every member of our Race and all good wishers of our Race to be a part of this mechanical program. We encourage your cooperation, and constructive criticism. United constructive effort always wins. The Colonel John C. Robinson Aviation Activities are determined to perform a valuable and important service for our Race and America, not for any individual or any group selfishly, but for the interest of the masses of our people."
- The airmen and his party left Wednesday en route to Mexico, with stop-overs at Memphis, New Orleans and Mound Bayou, Miss. He is expected to return to St. Louis on or about the first of August to spend enough time here to perfect the local organization. A banquet is being arranged for the party on their return at the Pine Street Y. M. C. A. Jesse L. Albritton, local newspaperman, is temporarily in charge of the organization work.

NEGRO CITIZENS READY TO GREET COLORED FLIER

SEVENTY NOW HAVE ACTIVE LICENSES, REPORT REVEALS

Local negro citizens are active in making elaborate plans for a big celebration on the occasion of the visit of the negro aviator, Colonel John C. Robinson who served as pilot for Emperor Haile Selassie during the Ethiopian-Italian war. Col. Robinson will visit Natchez, bringing with him two airplanes and an assistant on Monday, October 25. His visit to Natchez is being extensively advertised throughout this territory. Efforts are being made to secure reduced rates on all railroads and bus lines leading into Natchez, including the Natchez and Vidalia Ferry, for this occasion.

In view of the interest manifested by the colored population and the large crowd anticipated, it is hoped that Natchez merchants will put on attractive sales and bargains as an added inducement for people to visit Natchez on this day. The school board will be asked to grant a dismissal of the colored public schools at 1 o'clock in order that the teachers and children may have an opportunity to witness the arrival of Col. John C. Robinson.

Besides being a former member of his majesty's imperial air force and former instructor at the Aeronautical University in Chicago, Col. Robinson conducts a school of automotive engineering in Chicago. He was born of humble parents in the town of Gulfport, Miss.

U. S. Dept. of Commerce Says Three Have Transport Licenses—Col. Robinson Has Private Pilot's License While Julian Has Student's License.

WASHINGTON, D. C., Oct. 14—Denial of opportunity in the federal air service and on commercial lines has not been sufficient to smother the ambition of colored Americans to enter and to succeed in the field of aviation. According to the latest report issued by the Department of Commerce, 103 Negroes, ten women and 93 men, have qualified as aviators. Of the Negroes who have qualified, 70, including six women, now have active licenses.

There are 45 who hold student licenses, 16 with private pilot licenses, four with limited commercial licenses, three with transport licenses and two with amateur licenses. Although Col. John C. Robinson, former pilot in the Ethiopian army, has probably more flying hours to his credit than any other aviator, he is not the possessor of one of the licenses in the higher bracket. He has a private pilot's license.

More surprising though is the status of Col. Hubert Julian. He has a student's license. The holders of limited commercial licenses are George Allen, Latrobe, Pa.; Troy Webster Newkirk, New York; William J. Powell, Los Angeles, and Irvin E. Wells, Los Angeles.

Transport licenses are held by Charles Anderson, Ardmore, Pa.; John W. Greene, Jr., Boston, Mass.; and Earl Renfro, Chicago.

Chicago leads all cities in the number of qualified aviators with 26; Los Angeles has 21 and New York, 17.

Aircraft pilots include: William Aiken of Los Angeles, Cal.; George W. Allen, Latrobe, Pa.; Joseph S. Alleyne, Jr., Brooklyn, N. Y.; Charles A. Anderson, Ardmore, Pa.; Charles M. Ashe, Washington, D. C.; Delores Avery, Chicago, Ill.; Zola A. Benjamin, Los Angeles, Cal.; William Black, Jr., Jamaica, L. I., N. Y.; Charles M. Bolden, Brooklyn, N. Y.; Jesse Brooks, Jr., New York, N. Y.; Millard F.

Brown, Institute, W. Va.; Willa Beatrice Brown, Chicago, Ill.; Frank L. Browning, Chicago, Ill.; Lee Bruce, New York, N. Y.; Alfred Stiles, Butterfield, New York, N. Y.; Theodore Cable, Indianapolis, Ind.; Willie J. Chalmers, Glassboro, N. J.; W. W. Schieffelin Clayton, Washington, D. C.; Cornelius R. Coffey, Chicago, Ill.; Gus Coleman, Atlanta, Ga.; Walter T. Cooper, Orange, N. J.; Albert Cosby, Chicago, Ill.; Dorothy Darby, Detroit, Mich.; Marie A. Dickerson, Los Angeles, Cal.; William H. Dillon, Harrisburg, Pa.; Charles Milton Edmonson, Los Angeles, Cal.; Walter Evans, White-stone, L. I., N. Y.; Albert Hobert Fisher, Santa Monica, Cal.; Albert E. Forsythe, Atlantic City, N. J.; Richard Alfred Gales, Crestline, O.; Dr. Louis Gans, Chicago, Ill.; Donald W. Gray, New York, N. Y.; Bene LaRue Greene, Los Angeles, Cal.; John W. Greene, Jr., Boston, Mass.; Clyde Barthaw Hampton, Chicago, Ill.; Jesse McEll, Los Angeles, and Irvin E. Coy Hanson, Washington, D. C.; Fred Hardy, Chicago, Ill.; Edward Hicks, Charleston, W. Va.; James Howland, New York, N. Y.; Harold Hurd, Chicago, Ill.; Fred Hutcherson, Jr., Evanston, Ill.; Lola Jackson, Jamaica, L. I., N. Y.; Ann Jefferson, Los Angeles, Cal.; Albert S. Jones, Chicago, Ill.; Lola Jones, Chicago, Ill.; Hubert Julian, New York, N. Y.

Maxwell Lawrence Love, Los Angeles, Cal.; William E. Lowe, Chicago, Ill.; Irving Lee McEnheimer, Pittsburgh, Pa.; William P. McFarland, Chicago, Ill.; Grayson R. McGuire, Washington, D. C.; Thomas Mills, New York, N. Y.; Frank Braddock Mitchell, Los Angeles, Cal.; Navaldo Moreno, Los Angeles, Cal.; Joseph Muldro, Chicago, Ill.; Grover C. Nash, Chicago, Ill.; Troy Webster Newkirk, New York, N. Y.; Leon D. Paris,

Baltimore, Md.; William Paris, Chicago, Ill.; Perry C. Parks, Jr., Los Angeles, Cal.; Howard N. Patrick, Los Angeles, Cal.; Verdell L. Payne, Ithaca, N. Y.; Lincoln Payne, Philadelphia, Pa.; Amers Porter, Chicago, Ill.; William J. Powell, Los Angeles, Cal.; Herman Ray, Chicago, Ill.; Frank S. Reed, Jr., Chicago, Ill.; Anna Rosetta Renfro, Chicago, Ill.; Earl W. Renfro, Chicago, Ill.; Ernst F. Rey, Mineola, L. I., N. Y.; John C. Robinson, Chicago, Ill.; Robert Lee Harrison, Los Angeles, Cal.; Curtis Ross, Cleveland, O.; Harry Ross, New York, N. Y.; Thomas R. Ross, Roxbury, Mass.; Timothy Ross, Cleveland, O.; James Samsing, Indinola, Miss.; Willia Mae Sims, Los Angeles, Cal.; Archie Smith, New York, N. Y.; Milford Stanley, Orange, N. J.; Harold K. Stevens, Boston, Mass.; Leslie T. Stevens, Los Angeles, Cal.; Robert Terry, Basking Ridge, N. J.; Robert Thomas, New York, N. Y.; Clinton T. Walker, Jr., Hamtramck, Mich.; Bridget Walton, Los Angeles, Cal.; Charles ware, New York, N. Y.; Eddie Washington, Blytheville, Ark.; Janet Harmon Waterford, Chicago, Ill.; George Webster, Chicago, Ill.; Irvin E. Wells, Los Angeles, Cal.; Rostell C. Wheeler, Springfield, Mass.; Dale L. White, Chicago, Ill.; Harry C. White, Los Angeles, Cal.; Lee A. Williams, Los Angeles, Cal.; James C. Williamson, Los Angeles, Cal.; and Leonard L. Yates, New York, N. Y.

In the evening again, at the Brumfield High School, a large crowd assembled to hear the noted aviator give an interesting talk.

COL. ROBINSON, NEGRO AVIATOR, HERE YESTERDAY

About Three Thousand Negroes Greeted Flier As He Reached Local Airport On Monday Afternoon

Between two and three thousand colored citizens gathered at the airport yesterday afternoon to extend a welcome to Colonel John C. Robinson, noted negro aviator, who was the personal pilot of Emperor Haile Selassie in Ethiopia. Colonel Robinson piloting one plane and an associate piloting a second plane arrived shortly after two o'clock and after circling the field, landed, while the negroes cheered. Immediately after the arrival of the aviators, the crowd moved to the ath-